













## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER *RAVENNA*.

FROM BOMBAY, COLOMBO AND  
STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From LONDON, &c., &c. *Australia*,  
From GIBRALTAR, &c. *St. Helena*,  
From FRENCH GUIAN, &c. *St. Pierre*,  
and *King Arthur*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 17th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, June 11, 1897. 1177

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER *CANTON*.

FROM LONDON, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From LONDON, &c., &c. *St. Helena*,  
From FRENCH GUIAN, &c. *St. Pierre*,  
and *King Arthur*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 16th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, June 10, 1897. 1161

## Intimations.

Kinghorn & Macdonald,  
Consulting Mechanical Engineers  
and Surveyors.  
CONTRACTORS FOR THE SUPPLY OF ALL  
APPLIANCES.

SPECIFICATIONS, DESIGNS AND  
DRAWINGS prepared for all Classes of  
STEAMSHIPS, MACHINERY and  
BOILERS.

New Work and Repairs supervised.  
Surveys undertaken and Reports prepared.

Telegrams, "Kinghorn," Hongkong.  
Telephone, No. 141.  
Postal Address, 17 Praya Central.

JOHN W. KINGHORN,  
M.I.M.E., M.I.Mech.E., London.  
DONALD MACDONALD,  
Hongkong, November 5, 1896. 2233

## CHUN QUAN KEE,

DEALER IN SILKS,  
WHOLESALE AND RETAIL.

IVORY, SANDALWOOD, CANTON BLACK-  
WOOD, LAQUERED WARE and all kinds of  
CORTICES, &c., &c.

Gold and Silver Medals received from Foreign  
Exhibitions.

SAI RING STREET, CANTON. 961

## THE LIFE, LABOURS &amp; DOCTRINES

OF CONFUCIUS,  
By EDWARD HARPER PARKER,  
Formerly H. M. Consul  
at KUNMINGHOW.

PRICE FIFTY CENTS.

ON SALE AT KELLY & WALSH, LTD.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA,  
BURMA, SIAM, THE MALAY PENINSULA,  
CAMBODIA, ANNA, THAI, COCHINA  
AND JAPAN.

Entered to the Society of the  
"MISSION ENTERPRISE."

(Reprinted from "THE CHINA REVIEW.")

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

## RIGAUD'S KANANGA

WATER

OF

JAPAN

(REGISTERED)

The most deliciously  
refreshing water.

It renders the skin  
white and imparts a delicate  
fragrance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS

ESSENCE OF

GRACIOSA

ROSE

IRIS BLANC

IRIS AMBRE

YLANG-YLANG

PEAU DESPANGNE

WHITE VIOLETS

ROUGE ROYAL

ROSE

ROSE

ROSE

ROSE

ROSE

ROSE

ROSE

ROSE

ROSE

## Shipping.

## Steamers.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship  
*Yunnan*,  
Capt. W. WADDELOW,  
will be despatched as above  
on WEDNESDAY, the 15th instant,  
at 4 p.m.

This Steamer has superior Accommodation  
for First-class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, June 12, 1897. 1179

THE CHINA MUTUAL STEAM  
NAVIGATION COMPANY,  
LIMITED.

FOR LONDON, VIA STRAITS AND  
USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLAS-  
GOW, LIVERPOOL, CONTINENTAL  
PORTS, RIVER PLATE, &c.)

The Co.'s Steamship  
*Hyson*,  
Capt. J. S. HOGG, Commander,  
will be despatched as above  
on or about the 17th instant.

For Freight, etc., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, June 3, 1897. 1133

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

The Co.'s Steamship  
*Taiyang*,  
Capt. ROZEZ, will be  
despatched as above on  
SATURDAY, the 19th instant, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, June 11, 1898. 1175

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
*Taiyang*,  
Capt. MOORE, will be  
despatched as above on  
SATURDAY, the 19th instant, at 3 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engine.

A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A daily-qualified Surgeon  
is carried, and the Vessel is fitted through-  
out with Electric Light.

N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA are available  
for Return by Steamers of the Eastern and  
Australia S. S. Co., and vice versa.

For Freight or passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 4, 1897. 1141

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE (DIRECT).

The Co.'s Steamship  
*Taiyang*,  
Capt. RAMRAY, will be  
despatched as above on  
SATURDAY, the 19th instant, at 4 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 14, 1897. 1192

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND  
YOKOHAMA.

The Co.'s Steamship  
*Famashiro Maru*,  
Capt. J. JONES, will  
be despatched for the  
above Ports on MONDAY, the 21st inst.,  
at Noon.

This Steamer is fitted with Superior  
Passenger Accommodation, and is lit by  
Electricity throughout.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, June 14, 1897. 1183

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

The Co.'s Steamship  
*Hyson*,  
Capt. CHOCKER, will  
be despatched as above  
on MONDAY, the 21st instant, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, June 14, 1897. 1186

FOR NEW YORK.

The 100 A.L. British Ship  
*Clan Mackenzie*,  
Capt. J. JONES, having arrived,  
will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
ARNOLD, KARBURG & Co.,  
Agents.

Hongkong, June 12, 1897. 910

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew of  
the following Vessels, during their stay in  
Hongkong Harbour:—

CLAN MACKENZIE, British ship, Captain  
Idles.—Arnold, Karberg & Co.

LAUNIER, American ship, Capt. John  
B. Spill.—Doddwell, Carrill & Co.

ROSE, British barque, Captain James  
Garrick.—Simmons & Co.

TORREDALE, British 4-masted barque,  
Capt. R. Buchanan.—Standard Oil Co.

## Shipping.

## Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

The Co.'s Steamship  
*Yunnan*,  
Capt. NEWCOMB, will be  
despatched as above on  
THURSDAY the 17th instant, at 2 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 14, 1897. 1191

FOR WEST RIVER PORTS.

(Kowloon, KAMUKUK, SAMSHU, SHU-  
HING, TAKING and WUWU.)

The Steamship  
*Winglong*,  
will leave Hongkong for  
WUWU, on THURSDAY, the 17th instant, at  
4 p.m.

This Vessel has Accommodation for a  
limited number of First-class Passengers.  
Fare to or from WUWU, \$10.  
Fare to or from SHANGHAI, \$25.

Meals can be obtained on board, or ap-  
plication to the Steward at tariff rates.

Holders of Return Tickets may Return to  
Canton unless of Hongkong, by the Stra.  
of the Hongkong, Canton & Macao Steam-  
boat Co., Ltd.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 14, 1897. 1193

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
*Yunnan*,  
Capt. BLACKBURN, will  
be despatched on FRI-  
DAY, the 18th instant, at 3 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 14, 1897. 1190

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
*Taiyang*,  
Capt. ROWLEY, to be  
despatched for the above  
Port on FRIDAY, the 18th June, 1897.

S.S. *Argyll*, to sail about 3rd July, 1897.  
S.S. *Argyll*, to sail about 18th July, 1897.  
S.S. *Argyll*, to sail about 2nd Aug., 1897.

For Freight or Passage, apply to  
DODWELL, CARRILL & Co.,  
Agents.

Hongkong, June 12, 1897. 1123

THE CHINA MUTUAL STEAM  
NAVIGATION COMPANY,  
LIMITED.

FOR LONDON, VIA STRAITS AND  
USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLAS-  
GOW, LIVERPOOL, CONTINENTAL  
PORTS, RIVER PLATE, &c.)

The Co.'s Steamship  
*Hyson*,  
Capt. LONG, Commander,  
will be despatched as above  
on or about the 21st instant.

For Freight, etc., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, June 14, 1897. 1187

'BEN' LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship  
*Ben*,  
Capt. FAIRBANK, due  
here on or about 10th  
June, will have quick despatch as above.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, May 21, 1897. 1036

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAYRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 23rd June, at  
Noon, the Company's Steamship  
*MATILDE*, Captain CHARRIER, with MAILED  
PASSENGERS, SPECIAL, and CARGO,  
will leave this Port for MARSEILLES  
via BOMBAY.

This Steamer connects at COLOMBO  
with the *St. Andrew* and *St. Paul*, which vessel  
taken on for Passengers and Mails, leaving  
that Port on the 4th July, direct to SUEZ,  
PORT SAID and MARSEILLES.

Cargo and Special will be registered for  
London as well as for MARSEILLES, and ac-  
cepted in transit through MARSEILLES for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Receipts and Passes will be 3 p.m. on  
the 23rd June. (Passes are not to be  
sent on board; they must be left at the  
Agent's Office.)

Consular and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. S. CHAMPELLE,  
Agent.

Hongkong, June 10, 1897. 1171

## Mails.

## Mails.

STRAITS FOR

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE S.S. *KAISER-LEHND*, Captain  
S. BARON, carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on THURSDAY, the 17th  
June, at Noon, taking Passengers and  
Cargo for the above Ports.

This Steamer connects at Bombay with  
the Steamship *ORIENTAL*, leaving that  
Port on the 9th July, for LONDON direct.

8th and 9th June, all Cargo for France,  
and for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

& O. S. N. Co.'s Office,  
Hongkong, June 3, 1897. 1123

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUET, PORT SAID,  
NAPLES, GENOA.

ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prussia, Tuesday, June 22.  
Sachsen, Tuesday, July 20.  
Prussia, Tuesday, Sept. 14.  
Prussia, Tuesday, October 12.  
Sachsen, Tuesday, November 9.  
Prussia, Tuesday, December 7.  
Prussia, Tuesday, January 4.

ON TUESDAY, the 22nd day of June,  
1897, at 9 a.m., the Company's  
S.S. *PREUSSEN*, Captain P. WERTZ,  
with MAILED PASSENGERS, SPECIAL  
and CARGO, will leave this Port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
Noon, on SATURDAY, the 19th June,  
and till 5 p.m. on MONDAY, the 21st  
June, and Parcels will be received (at  
the Agent's Office) until Noon, on MONDAY,  
the 21st June. Contents of Packages  
are required. No Parcel Receipts will be  
signed for less than \$2.50, and Parcels  
should not exceed Two Post Cubic in  
measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.  
Linen can be washed on board.

For further Particulars, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, May 27, 1897. 1082

NORTHERN PACIFIC

STEAMSHIP AND RAILWAY

COMPANIES.



HONGKONG MARKET PRICES.

Corrected to Saturday, June 12, 1897.  
At 1020 Cash per Dollar Mexican.

Butcher Meat.

|                                      |  |  | Chinese Names. |
|--------------------------------------|--|--|----------------|
| Bacon, English, lb.                  |  |  | 來路烟猪肉          |
| " Amc. Sugar cured, 340              |  |  | 花旗烟猪肉          |
| " Foochow, 220                       |  |  | 福州烟猪肉          |
| " Japan, cured, 240                  |  |  | 日本烟猪肉          |
| Beef, sirloin & prime cut, catty 140 |  |  | 屠龍扒            |
| " Corned, catty 140                  |  |  | 鹹牛肉            |
| " Roast, 130                         |  |  | 湯肉             |
| " Steak, 120                         |  |  | 牛腩             |
| Bullock's Brains, per set 60 50      |  |  | 牛腦             |
| " Tongue fresh, each 250             |  |  | 牛舌             |
| " " corned, 310                      |  |  | 鹹牛舌            |
| " Head, 500                          |  |  | 牛心             |
| " Heart, 150                         |  |  | 牛肩             |
| " Hump, Salt catty 140               |  |  | 牛腩             |
| " Kidneys, each 60 50                |  |  | 牛腰             |
| " Tail, 100                          |  |  | 牛尾             |
| " Liver, catty 70                    |  |  | 牛肝             |
| " Tripe (undressed) catty 60 50      |  |  | 牛肚             |
| Calves Head and Feet, set 600        |  |  | 牛仔頭脚           |
| Hans, American, lb. 340              |  |  | 花旗火腿           |
| " Chinese, 210                       |  |  | 金華火腿           |
| " English, New, 440                  |  |  | 米路火腿           |
| " Japan cured, 280                   |  |  | 日本火腿           |
| " Shanghai, 20                       |  |  | 上海火腿           |
| Mutton Chop, 180                     |  |  | 羊腩             |
| " Leg, 120                           |  |  | 羊手             |
| " Shoulder, 120                      |  |  | 羊腩             |
| Pigs' Chittlings, catty 70 60        |  |  | 豬雜             |
| " Feet, 110                          |  |  | 豬蹄             |
| " Fry, 160                           |  |  | 豬肝             |
| " Head, each 500 450                 |  |  | 豬頭             |
| " Heart, 60 40                       |  |  | 豬心             |
| " Kidneys, pair 70                   |  |  | 豬腰             |
| " Liver, lb. 160                     |  |  | 豬肝             |
| " Pork, Chop, catty 180              |  |  | 豬腩             |
| " Corned, 160                        |  |  | 鹹猪肉            |
| " Leg, 160                           |  |  | 豬油             |
| " Fat or Lard, 160                   |  |  | 豬油             |
| Sheeps' Head and Feet, set 350       |  |  | 羊頭脚            |
| " Heart, each 60 40                  |  |  | 羊心             |
| " Kidneys, lb. 70                    |  |  | 羊腰             |
| " Liver, lb. 160 140                 |  |  | 羊肝             |
| Sucking Pig, each \$1.75 \$1.25      |  |  | 猪仔             |
| Suet, Beef, lb. 110                  |  |  | 牛油             |
| " Mutton, 100                        |  |  | 牛油             |
| Veal, catty 150                      |  |  | 牛仔肉            |

Poultry.

|                         |  |  |    |
|-------------------------|--|--|----|
| Chicken, catty 230      |  |  | 雞仔 |
| Capon, 240              |  |  | 鷄  |
| Ducks, each 160         |  |  | 鴨  |
| Doves, each 120         |  |  | 鴿  |
| Eggs, Hen, doz. 110     |  |  | 雞蛋 |
| " Duck, catty 210       |  |  | 鴨蛋 |
| Fowls, 160              |  |  | 雞  |
| Geese, each 160         |  |  | 鴨  |
| Hares, each 160         |  |  | 兔  |
| Musk Deer, 200          |  |  | 麝  |
| Partridges, 200         |  |  | 野雞 |
| Pigeons, brace 200      |  |  | 鴿  |
| Pheasant, brace 200     |  |  | 雉  |
| Rice Birds, doz. 200    |  |  | 鶉  |
| Quail, each 200         |  |  | 鶉  |
| Snipe, catty 500        |  |  | 鴉片 |
| Turkeys, Cock, each 550 |  |  | 火雞 |
| " Hen, each 500         |  |  | 火雞 |
| Teal, each 500          |  |  | 水鴨 |
| Wild Ducks, pair 500    |  |  | 水鴨 |

Fish.

|                                   |  |  |   |
|-----------------------------------|--|--|---|
| Barbel, catty 140                 |  |  | 魚 |
| Bream, 80                         |  |  | 魚 |
| Bombay Ducks, 100 pieces 150      |  |  | 魚 |
| O'ion Fresh Water Fish, catty 100 |  |  | 魚 |
| Carp, 80                          |  |  | 魚 |
| Outfish, 80                       |  |  | 魚 |
| Codfish, Salt, 160                |  |  | 魚 |
| Grabe, 80                         |  |  | 魚 |
| Ontio Fish, 80                    |  |  | 魚 |
| Dab, 90                           |  |  | 魚 |
| Dace, 90                          |  |  | 魚 |
| Dog Fish, 90                      |  |  | 魚 |
| Eels, Congor, 800                 |  |  | 魚 |
| " Fresh water, 180                |  |  | 魚 |
| Eels, Yellow, 180                 |  |  | 魚 |
| File Fish, 180                    |  |  | 魚 |
| Frog, 180                         |  |  | 魚 |
| Fresh Fish, 80                    |  |  | 魚 |
| Garoupe, 280                      |  |  | 魚 |
| Gudgeon, 80                       |  |  | 魚 |
| Gurnard, 80                       |  |  | 魚 |
| Herrings, 180                     |  |  | 魚 |
| " smoked, box 180                 |  |  | 魚 |
| Halibut, catty 180                |  |  | 魚 |
| Lahru, 180                        |  |  | 魚 |
| Lochi, 140                        |  |  | 魚 |
| Lobsters, 180                     |  |  | 魚 |
| Mackerel, 180                     |  |  | 魚 |
| Monk Fish, 180                    |  |  | 魚 |
| Mullet, 180                       |  |  | 魚 |
| Oysters, 180                      |  |  | 魚 |
| " any fish, 180                   |  |  | 魚 |
| Fish, 180                         |  |  | 魚 |

|                                       |  |  |    |
|---------------------------------------|--|--|----|
| Pike, catty                           |  |  | 花城 |
| Plaice, 200                           |  |  | 魚  |
| Pomfret, White, 190                   |  |  | 魚  |
| Pomfret, Black, 230                   |  |  | 魚  |
| Prawns, 80                            |  |  | 蝦  |
| Ray, 80 80                            |  |  | 魚  |
| Rock Fish, 200                        |  |  | 魚  |
| Roach, 60                             |  |  | 魚  |
| Salmon, (Canton), 160                 |  |  | 魚  |
| Shark, 140                            |  |  | 魚  |
| Sait Fish, 140                        |  |  | 魚  |
| Skate, 140                            |  |  | 魚  |
| Shrimps, 180                          |  |  | 蝦  |
| Snapper, 160                          |  |  | 魚  |
| Soles, 120                            |  |  | 魚  |
| Tench, 120                            |  |  | 魚  |
| Turbot, 500                           |  |  | 魚  |
| Turtles, small, fresh water, catty 70 |  |  | 魚  |
| Whiting, 90                           |  |  | 魚  |
| White Bait, 90                        |  |  | 魚  |

Fruits.

|                             |  |  |      |
|-----------------------------|--|--|------|
| Apples, (California), catty |  |  | 金山平菓 |
| " (Tientsin), 230           |  |  | 天津平菓 |
| " (Japan), 230              |  |  | 日本平菓 |
| Bananas, fragrant, 40       |  |  | 香蕉   |
| " (brides), 50              |  |  | 香蕉   |
| Chestnuts, Chinese, 150     |  |  | 板栗   |
| Carambola, 100              |  |  | 楊桃   |
| Cocanuts, each 60           |  |  | 椰子   |
| Ground Nuts, catty 90       |  |  | 花生   |
| Grapes, 170                 |  |  | 葡萄   |
| Lemons, China, 250          |  |  | 檸檬   |
| " Peel, 280                 |  |  | 檸檬   |
| Lichies, Dried, 100         |  |  | 荔枝   |
| " Fresh, 100                |  |  | 荔枝   |
| Limes, 30                   |  |  | 檸檬   |
| Mango, (Bacon), each 30     |  |  | 芒果   |
| " (Manila), 70              |  |  | 芒果   |
| Mangosteen, dozen 150       |  |  | 山竹   |
| Oranges, Sweet, catty 180   |  |  | 新會橙  |
| " Green, 160                |  |  | 新會橙  |
| " Red, 160                  |  |  | 新會橙  |
| Olive, 100                  |  |  | 橄欖   |
| Pine-apples, each 100       |  |  | 本地酸梨 |
| Pears, catty 100            |  |  | 沙梨   |
| " (Tientsin), 140           |  |  | 天津雪梨 |
| Plum, Red, 60               |  |  | 紅李   |
| Pumelo, each 130            |  |  | 檸檬   |
| " (Siam), catty 110         |  |  | 檸檬   |
| Peach, (Sweet), 100         |  |  | 桃    |
| Raisins, Muscatel, 40       |  |  | 葡萄乾  |
| " Pudding, 60               |  |  | 葡萄乾  |
| Water Chestnuts, com. 130   |  |  | 蓮子   |
| " Mandarin, 60              |  |  | 蓮子   |
| Walnuts, 130                |  |  | 核桃   |

Vegetables, &c.

|                                      |  |  |      |
|--------------------------------------|--|--|------|
| Artichokes, Shanghai, catty 80       |  |  | 上海洋竹 |
| Beans, (French), 90                  |  |  | 荷蘭豆  |
| " Long, 30                           |  |  | 豆    |
| Beet Root, each 30                   |  |  | 紅菜   |
| Brinjals, Green, catty 30            |  |  | 青豆   |
| " Red, 30                            |  |  | 紅豆   |
| Brassica, 30                         |  |  | 白菜   |
| Bamboo Shoots, 90                    |  |  | 竹筍   |
| Cabbage, Chinese com. 30             |  |  | 菜    |
| Cabbage, Shanghai, each 60           |  |  | 菜    |
| Cauliflower, 50                      |  |  | 花菜   |
| Carrots, catty 50                    |  |  | 金針   |
| Celery, Chinese, 30                  |  |  | 芹菜   |
| " English, 130                       |  |  | 芹菜   |
| Chillies Dried, 100                  |  |  | 紅辣椒  |
| " Red, 100                           |  |  | 紅辣椒  |
| Curry Stuff, English, 40             |  |  | 咖喱   |
| Cucumbers, 80                        |  |  | 青瓜   |
| Bitter Squash, 40                    |  |  | 苦瓜   |
| Garlic, 40                           |  |  | 蒜    |
| Ginger, young, 90                    |  |  | 新子薑  |
| Horseradish, 120                     |  |  | 辣根   |
| Indian Corn, piece 60                |  |  | 玉米   |
| Lettuce, (English), each 10          |  |  | 洋生菜  |
| Mushrooms, Fresh, catty 60           |  |  | 洋菜   |
| Onions, Bombay, 30                   |  |  | 洋蔥   |
| " Green, 30                          |  |  | 洋蔥   |
| " Shanghai, 40                       |  |  | 上海蔥  |
| " Japan, 60                          |  |  | 日本蔥  |
| Okra, 60                             |  |  | 毛豆   |
| Parley, English, bundle 10           |  |  | 洋菜   |
| Potatoes, Sweet, catty 50            |  |  | 洋菜   |
| " Shanghai, 50                       |  |  | 上海洋菜 |
| " Japan, 50                          |  |  | 日本洋菜 |
| " American, 50                       |  |  | 美國洋菜 |
| " Foochow, 50                        |  |  | 福州洋菜 |
| " Macao, 50                          |  |  | 澳門洋菜 |
| Pumpkin, 20                          |  |  | 南瓜   |
| Purpline, 25 20                      |  |  | 紫菜   |
| Radiash, dozen 40                    |  |  | 紅菜   |
| Rice, best quality, per peck, \$4.50 |  |  | 白米   |
| " Common, 40                         |  |  | 白米   |
| Shallots, catty 80                   |  |  | 蒜    |
| Spinage, (Chinese) 80                |  |  | 菠菜   |
| Spinage, 80                          |  |  | 菠菜   |
| Sweet Corn, 80                       |  |  | 甜玉米  |
| Tomatoes, 80                         |  |  | 番茄   |
| Taro, 80                             |  |  | 芋頭   |
| Tungo, (Long), 80                    |  |  | 花生   |
| Vegetable Marrow, 80                 |  |  | 菜    |
| " (Long), 80                         |  |  | 菜    |
| Water Cress, 40                      |  |  | 水菜   |

A QUARANTINE OUTRAGE AT NEW YORK.

The following letter by the master of the steamer *Rathorshire* appears in the *Kobe Chronicle*:—  
Sir:—A copy of your valuable paper of 5th inst. is before me, and going through 'Scray Notes' I come across your remarks concerning the 'ridiculous and excessive quarantine regulations' carried out in Victoria, Canada, on board and in connection with Canadian Pacific steamer *Empress of China*, which vessel arrived there with infectious disease on board.  
I agree with you that this may diminish the number of East-bound passengers who take the British route, and I would like with your indulgence to give your readers my experience last February in the United States portion of that Continent, not with an infected vessel, but with one arriving there having clean bills of health from every port touched at, and without a single case of sickness of any kind having occurred during the voyage. If 'ridiculous and excessive' can be applied to the treatment meted out to the passengers and crew of the *Empress of China*, I am sure you will admit that much stronger language can be applied to the treatment of the steamer *Rathorshire* which was subjected to in New York, constituting as it does nothing short of an outrage on humanity.

On arriving at the quarantine ground, New York harbour, at 1 p.m. on February 28th last, after a passage of 60 days from Japan, via Shanghai, Hongkong, and Singapore, I was informed by the boarding officer that as we had come from the 'Eastern World' (rather a large order) the ship and people were to have to be put through a process of fumigation on account of bubonic plague being rife in that part of the world.  
As you may easily believe, this astonished me not a little, seeing that I had been no nearer to the infected district (Bombay) than about one hundred miles by sea, but I had cause to be further astonished later on. This is what occurred, and if for callous inhumanity it has ever been beaten by quarantine officials anywhere I should like to hear of it.  
By instructions the vessel was anchored in a place covered both by the eye of the quarantine officials and the guns of 'Uncle Sam', and all communication whatever forbidden. The bedding, bed clothing, linen, and every particle of clothing was tied up in packing and when I say 'every' I am speaking literally, and checked into a boiler and put under steam; after which a wet suit was passed to each person and the dry suits had to be taken off and put through the same process. This with the thermometer standing at 22 deg. Fahrenheit. The native crew had to get out and have a hot bath in a tug-boat alongside, and then get into wet clothing afterwards and stand about the decks in the piercing cold, as it was impossible to enter the cabins, berths, forecabin, or stokehold, which were being fumigated by burning sulphur in them for some time, so that they were rendered uninhabitable for 12 hours.

At 5 p.m. all bedding and clothing was returned on board in a wet condition, and lay about the decks in all directions. They were not even taken to the laundry, but were impossible to go below to light fires or get steam on the heaters. Not a soul on board had a dry stitch of clothing upon him and all had to huddle together all night on the decks of the steamer, which were now covered with ice. I was sent for the night, and the difficulty that access was obtained to the lamp room to get the anchor lights to hoist at dusk.

After this treatment no doubt you will admit that the use of the word 'outrageous' as regards the treatment recorded by the *Kobe Chronicle* is justified. The majority of my crew are Chinese, and this example of what is meant by Western Civilization must have caused many a sickly smile. Next day half of these men were down with colds and pneumonia, and the officers of the ship were laid off duty for several days in consequence of the treatment experienced.

Now comes the farcical part of the business. The pilot was allowed to land at once. Then permission was given the captain (myself) to go to New York to meet the vessel, and to have the clothes to wear passed down for steaming. On these terms I refused to go, and they were thereupon withdrawn, so that I was allowed to go to town unfumigated. The portions of the vessel that were subjected to fumigation were merely the sections portended out for living quarters and for the firing of the vessel, which of course only form a small percentage of the whole ship. The larger portion, the holds, &c., was left unfumigated, and the cargo, about 6,000 tons, was allowed to be 'faded and dispersed' throughout the city of New York, and the risk of life, all on board suffered pecuniary loss. The bill which I paid for repairs to damaged clothing belonging to myself amounted to \$32 U.S. gold, and I don't think any European on board paid less than \$10 to have his clothing made respectable, besides having to purchase linen in the shape of collars and shirts (not otherwise required) to enable a respectable appearance to be made before the great U.S. public.

Further comment is unnecessary. The bill paid by the vessel to the doctor for this exhibition of incapacity on the part of the Medical Board of Health (!) of New York State, and the blue funk which is evidently epidemic on that Continent, was \$80 U.S. gold coin.  
We often see the inhabitants of that immense continent and that 'great people' but I should like to ask whether such ridiculous precautions do not form an insult to their intelligence and to the scientific knowledge of the medical men whom they put in positions of authority. Perhaps Japan can give New York some instruction, for she deals with these matters in a much more scientific manner, and, like England, has confidence in the ability of her medical men to wage successful war against disease.

On consideration of the *Empress of China*, reported in your columns, I have no objection to coming to the conclusion that Canada is compelled to put in action these 'ridiculous and excessive regulations' in order to protect her intercourse and perhaps a portion of her trade with her neighbour, who not only quarantines infected vessels, but deals with them as non-infected vessels and collects \$50 from each.

This is what you may expect on arrival at a U.S. port—I am, sir, your obedient servant,  
FREDERICK DAVIES, R.N.R.  
Kobe, June 7th, 1897.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Work-shops and Factory, Duddell St., Show Rooms Queen's Road Central.

JACOB J. PAU, what's meant by going from bed to bed, &c.—Moving from St. Louis to Milwaukee.  
There was a man who had a clock. His name was Matthew Means. He would ring every night. For hours and hours every night. A clock that would ring every night. A clock that would ring every night. A clock that would ring every night.

TALES OF THE NAVAL RESERVES.

TOLD BY FRED T. JANE IN THE 'NAUTICAL MAGAZINE.'

There was once a Royal Naval Reserve officer—the ship that he was in does not matter for if I name it I shall be giving too much away—who had a moustache that was the pride of the whole P. and O. service, and he came upon manoeuvres with this moustache in full trim, thus putting both the marine officers noses out of joint. Now a naval officer with a moustache and no beard had never before been seen upon one of Her Majesty's quarter-decks, and as there chanced to be a German cruiser lying in the harbour at which he joined, every eye concluded that he belonged to her. The commander of the ship, a German, showed him round the ship. The R.N.R. was very shy, and this was his first experience; he concluded that some joke was on, and that it would be polite for him to seem to turn his back on the ship he went. They had done about half the vessel when the commander heard that luggage had come aboard with the moustache, and then, still with the German dictionary, he tried to explain that a mistake had been made, but that the moustache was on the other ship. At the same time it occurred to the R.N.R. that he really had come to the wrong vessel, and apologising in his best German (which, as he had no dictionary handy, was quite unintelligible) he prepared to depart again, but, fortunately, at this juncture matters somehow got explained.

I was shipmates once with a sub., who explained to me that the whole art and mystery of station-keeping lay in a nutshell. 'When I go on watch, said he, I go slow till the first in line of sight, or, if the admiral makes a signal, then I crack on and catch up till our next gets nervous; then slow again, and so on. It's the easiest thing in the world.' It was; but our skipper had more conventional views; so he resented for an incident in the fleet, and the brilliant station-keeping of Sub-Lieut. was doomed, to the great grief of the people in the engineering, who had easy times during his watch. I heard that the next ahead sent our skipper a bill for 'particulars of my propeller, by your name'—but this may not be true; and anyway this station-keeper was not an R.N.R. Now the R.N.R. is unable to try experiments of this sort, despite the fact that he is accustomed, so at least many of them have told me, to steer a liner by the use of a point. Said one to me:—In the Service they alter course two points, and think it pretty narrow; now, on my own ship, we often alter decimal two of a point.' I thanked him, and made a note of the information; whereupon another, who had come on board to see him, was kind enough to tell me that on his liner they often got the order, 'Alter course point 001, which proved—though I have foolishly forgotten the chain of argument—that station-keeping would have been child's play to them.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Work-shops and Factory, Duddell St., Show Rooms Queen's Road Central.

THE comic history of the policeman has yet to be written, but when it appears a page should be reserved for an incident in the hurry-gurdy war of Gera, the capital of the Prussian principality in Germany. It is an industrious, serious town, where the competition of the Italian workman is not welcomed, and where the frivolous Southern with his loud and noisy character, is generally on the ground for the sake of the money. It happened that a German Mrs. Jarley was pitching her tent in this town, and that one of her properties was an Italian boy with his organ. It is also the case that German houses have a wash-house in common to several stages, which is generally on the ground floor, and in one of these wash-rooms the tumble-down automaton and his instrument had been unpacked, and left for the night. A lady tenant came in the evening to do her washing, and found the musician lying by his machine. She hastily retired, and came back to find the numerous family who assailed the sleeper through the window with guttural words and gutter missiles. As the sleeper slept on, a stout inspector was summoned, who addressed the figure in the dark, and explained to him the law of Gera; but there was no answer, so he sent for the police. Four policemen and an indignant crowd completed the dramatic personae before the door was broken down, and they found they had had to deal with a dummy, a pneumatic dummy, who only played erratically, and that under pressure.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1897-8-9.  
The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet 6 inches below sea level.  
To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

| High Water. |       | Low Water. |       |
|-------------|-------|------------|-------|
| Day         | Time  | Day        | Time  |
| Wed. 16     | 9 15  | Thurs. 17  | 9 15  |
| Thurs. 17   | 10 4  | Fri. 18    | 10 4  |
| Fri. 18     | 10 10 | Sat. 19    | 10 10 |
| Sat. 19     | 11 1  | Sun. 20    | 11 1  |
| Sun. 20     | 11 11 | Mon. 21    | 11 11 |
| Mon. 21     | 11 18 | Tues. 22   | 11 18 |
| Tues. 22    | 12 2  |            |       |

Fees for Public Vehicles.

IN VICTORIA WITH TWO PASSENGERS.  
By Victoria with two passengers.  
Half hour. 0.10 | Three hours. 0.60  
One hour. 0.20 | Six hours. 0.70  
Day (6 a.m. to 6 p.m.) \$1.  
If the trip is extended beyond Victoria, half fare extra.

BY VICTORIA WITH FOUR PASSENGERS.  
By Victoria with four passengers.  
Half hour. 0.10 | Six hours. 1.50  
One hour. 0.20 | Six hours. 1.50  
Day (6 a.m. to 6 p.m.) \$1.  
If the trip is extended beyond Victoria, half fare extra.

By Victoria with four passengers.  
Half hour. 0.10 | Six hours. 1.50  
One hour. 0.20 | Six hours. 1.50  
Day (6 a.m. to 6 p.m.) \$1.  
If the trip is extended beyond Victoria, half fare extra.

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